THRUST

volume 2 October 1960 number 10

SOVIET AVIATION LACKING

Quesada Backed on Russian View

The assertion by FAA Administrator Elwood R. Quesada upon his return this month from a survey of Soviet commercial air service that Russian commercial airline service is "antiquated" has been borne out by the Communist youth newspaper Komsomolskaya Pravda.

General Quesada told newsmen at a news conference at New York International Airport, home of Region I headquarters, on his arrival from Moscow that the Russian Aeroflot -- turn to page 4

FAA LAUNCHES PROJECT TO AVOID COLLISIONS

FAA, in cooperation with interested aviation industry groups, has five active projects underway and 100 others scheduled for the purpose of discovering methods to assist pilots in preventing mid-air collisions.

The projects are being conducted within the frame work of a Collision Prevention Advisory Group which has representation from the U. S. Army, Navy, Air Force, National Aeronautics and Space Administration, Air Line Pilots Association, Air Transport Association, National Business Aircraft Association and Aircraft Owners and Pilots Association--the major users of the nation's airspace.

The collision advoidance projects are under the direction of FAA Bureau of Research and Development Director, James L. Anast.

Watertown FSS Assists Craft Lost in Haze

An aircraft lost in a haze was assisted to a safe landing recently at the Watertown, N. Y. Municipal Airport by Specialist James McNeff of the Flight Service Station serving that area.

The grateful pilot despatched a letter of thanks to the station.

WELCOME HOME

FAA Administrator was snapped as he arrived at New York International Airport from his inspection tour of Russia. (See page 4, for additional photos).

N.Y. CONTROLLERS AID WOMAN PASSENGER

The teamwork of two regional air traffic controllers and a medical officer at New York International Airport came to the aid of a distressed passenger on a recent Trans-Carribbean flight.

The pilot informed New York center ocean controller, Melvin Rosenbaum, that a woman passenger was hemorrahaging and requested instructions.

Quick thinking on the part of the controller and Center Watch Supervisor Stan Andrelchek resulted in obtaining the services of Dr. Louis C. Abelson, who arrived at the center via police escort in a matter of minutes.

Dr. Abelson gave instructions by radiotelephone to the pi lot and a nurse, aboard the aircraft. Consequently, the patient reached San Juan, P. R., in satisfactory condition.

FAA Library

Graham is Presented Air Control Award

Howard W. Graham, a Washington Center coordinator, was recently presented a meritorious service award in air traffic control by the Air Traffic Control Association and the Air Transport Association.

THRUST

Vol. 2 No. 10 October 1960 Page 2

REGION I

Monthly News Digest

Published by and

for Personnel

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Esther Sulzer -- Aviation Medicine

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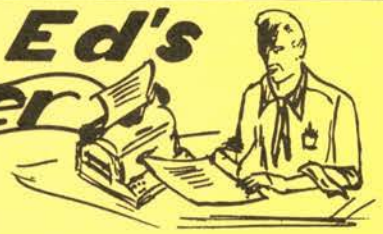
In Ye Ed's Corner



to press thrust goes Comes now the hour to put the 11th issue of THRUST to bed. In our haste to hit the presses we had to omit some standing columns for lack of space and absence of authors -- such as the medical article. But we hope you will forgive and read as never before. We are particularly proud of the contents, both pictorially and news-wise. Especially we trust you will go for the double-page spread -- an innovation, we think, for a publication of this type.

regretfully we report All of this brings us to the crux of our remarks on this issue. It is with a tinge of genuine regret to report that by the time this meets your eye, we will be ensconsed behind the walls of the Ivory Tower in Washington. After more than a year of the most pleasant duty in the agency's greatest region, we are transferring to the FAA headquarters. There we expect to work with another dynamic group in the Research and Development Bureau.

thanks to one and all We are going to surely miss our associates in the regional manager's office, the division chiefs and field regioneers with whom it has been a pleasure to work. Too, we're going to miss Assistant Ed Jim Ean, who is taking over at least for the time being the editorial responsibilities. Our staff -- from the division eds to the printing shop -- we likewise will miss. And equally we shall miss our readers who have been most encouraging during our tenure. -- E. H. T.

The Chief Comes To Town

PRESIDENT EISENHOWER GREETS FAAers

Despite the rumblings emanating from the halls of the United Nations in New York City this month, President Eisenhower most pleasantly greeted regioneers attached to Jamaica Headquarters as police escorted him to New York International Airport for his return trip to Washington following his address before the international assembly. Looking robust and in a jovial mood, the Chief Executive stood erect in his bubble-top car to wave merrily to the happy FAAers who had lined the thoroughfare in anticipation of the presidential party.

Staff photographer Tony Figurella was widely alert to the occasion and had his camera set up at a vantage point on the center median of the expressway to get this perfect picture of the entourage. For a one-shot deal, he did an excellent job of snapping both the President and the regional cheerers--as well as policemen posted atop the Federal Building amid flags waving atop the poles at headquarters and the International Hotel.

FIRST TIME OFFERED

Regioneers End New Instructor Course

Ten members of the regional family have just completed an 80-hour Instructor Training course conducted by the Training Branch of the Personnel and Training Division.

This is the first such course held by a region.

The course covered the psychology of learning, methods of classroom and on the job training, preparation of training plans, development and use of training aids, and construction and interpretation of tests.

During the training period each participant planned and conducted four sessions, served as a conference leader at critiques, and developed and used his own plans, training aids, and tests.

The region's Instructor Training course is a modification of that conducted by the FAA School at Oklahoma City.

The staff of the FAA School were very helpful to the regional Training Branch by furnishing materials and giving them the benefit of their experience.

The following completed the course:
Air Traffic Management -- John V. Lambiase, Albert P. Frenzel, Gerard C. Boon, Jr., John A. Nicolette and Leonard M. Zeitler.

Facilities & Materiel -- Michael Kozulak, Richard E. McCormick, Joseph P. McCann, William Bracken and Pio Polla, Jr.

At the graduation ceremonies held in the Regional headquarters, James Dollard, assistant chief of Personnel and Training, officiated as the representative of Regional Manager Lawrence C. Elliott.

The instructors for the course were Hy Kaplan and Leo Berek of the Training Branch.

FAA Chief Returns Home

--starts on page 1

was at least 25 years behind United States air carriers.

He described the Soviet airborne equipment and operations as "totally inadequate."

His contention was confirmed several days later when Pravda made public lengthy detailed cases against Aeroflot of long delays, failure to meet flight schedules and poor airport services.

The publication said that such inconveniences have been experienced by almost every citizen and foreigner who has flown on the state-operated airline.

To support its criticisms of Aeroflots ground service operations, the Communist youth paper quoted comments written by irate passengers in complaint books at Moscow's three main airports.

Indifference of the airline's employees in information bureaus and transport services was likewise criticized by Pravda, pointing out that these employees fail to give correct data to passengers on their flights.

The article crisply concluded that "unfortunately *** no gen-

PRESS INTERVIEWS . . .

After getting squared away, Administrator Quesada obligingly went to press room of International Airport where he was interviewed on his Russian trip by Associated Press Correspondent Tom Del Vecchio and John Pryor of United Press International. In the background are Messrs. Elliott and Bobskill.

CHIEF CONFERS . . .

Following his arrival from Moscow, Administrator Quesada (second left) confers with Regional Manager Lawrence C. Elliott and Assistant Regional Manager Stanley W. Bobskill. Listening to discussion is Regional Public Affairs Officer Eual H. Thornton.

Pyle Keynote Speaker At ATC Convention

FAA Deputy Administrator, James T. Pyle, was the keynote speaker at the fifth annual Air Traffic Control Association convention held recently in San Francisco, California.

Mr. Pyle lauded the controllers for their skills and constant dedication to their profesion.

He also told of the various legislative and scientific endeavors being launched by the agency to help alleviate the numerous stresses to which they are subjected.

The Washington Air Traffic Control Center was named "Facility of the Year" at the ATCA awards banquet.

James J. Boyle, chief controller of the center, received the award sponsored jointly by ATCA and the Air Transport Association.

Following Russian Tour

uine concern for passengers is felt in Aeroflot."

Other Russian newspapers have further confirmed the report made by General Quesada upon his return to America by publishing complaints in the form of letters from citizens and other sources. The articles have contained critical commentary on the manner in which Aeroflot handles its operations.

Administrator Quesada headed up a delegation of leading United States aviation officials which made a three-week tour of Russia that followed an inspection by a special delegation of Russia's aviation leaders of airline facilities in this country.

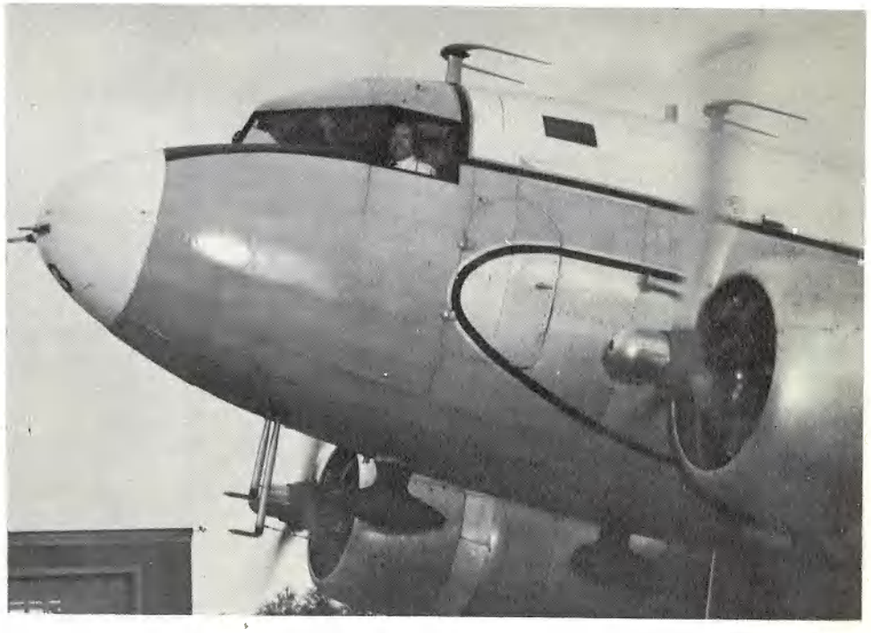
INCENTIVE AWARDS GO TO SEVEN

A total of $535 was awarded to seven more regioneers at the Incentive Awards Ceremony held this month in Jamaica Headquarters. The presentations were made by Regional Manager, Lawrence C. Elliott, who congratulated the recipients for their manifested interest in FAA.

Five of the awards went to current members of the Facilities and Materiel Field Division. They were Jacob L. Aronowitz, Madelyne Krennich, Joseph G. Mayhall, Edward N. Boyde and Salvatore A. Esposito. Also receiving awards were Richard J. Kropacek of the Flight Standards Field Division and Carlton A. Keys, a transferree to Washington Headquarters.

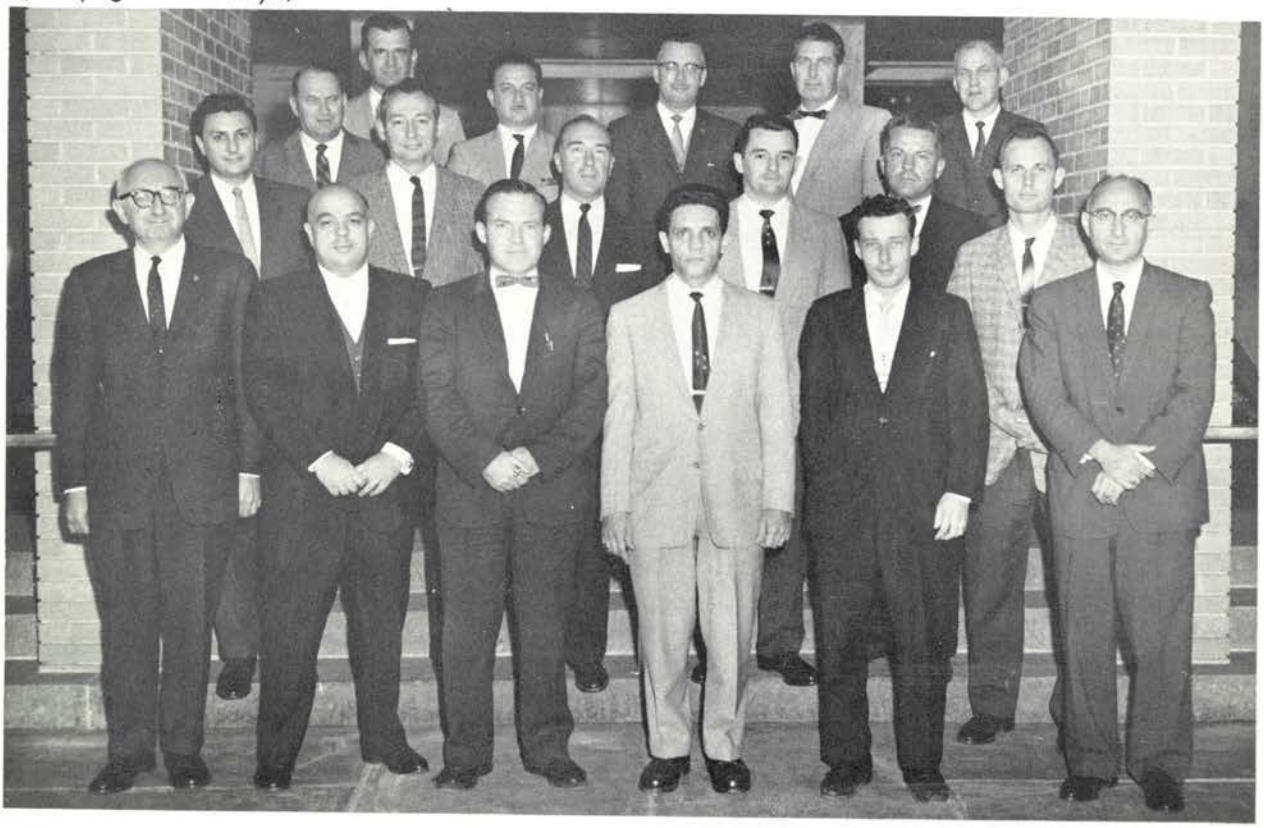
. . . ADMINISTRATOR TAKES OFF

The FAA Chief is seen at the throttle of the agency's DC-3 as he piloted it out of International Airport on the final lap of his Russian inspection tour.



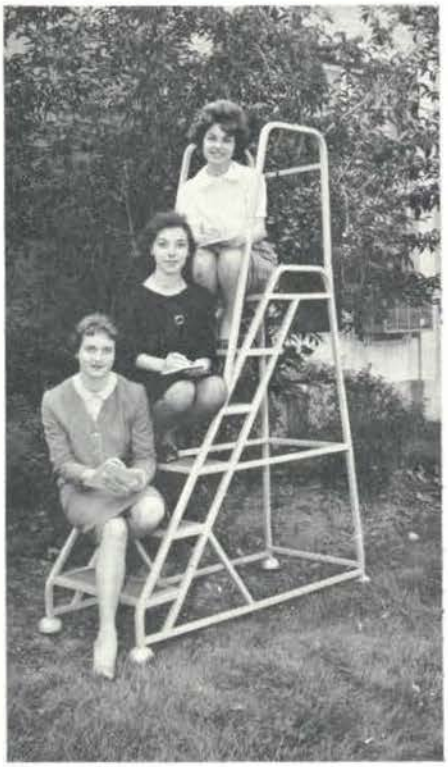
Among those participating in the ceremony to which coveted Incentive Awards were presented to seven regioneers (see story on page 4) are (left to right) Messrs. Cecil W. Penny, Chief, Aircraft Service Branch, who accepted an award for Richard J. Kropacek; Jacob L. Aronowitz of F&M; Robert M. Brown, F&M Chief; Mrs. Madelyne Krennrich, also of F&M; Regional Manager Lawrence C. Elliott; Edward N. Boyd, F&M; Salvatore A. Esposito, F&M, and Joseph C. Mayhall also of F&M.

Those taking part in the 80-hour instructor's training course at Jamaica Headquarters were (front row, left to right) Messrs Berek, Lambiase, McCann, Nicolette, Bracken, Kaplan; (second row, left to right) Frenzel, Boon, Kozulak, Polla, Zeitler, McCormick. The last row consists of Air Traffic Management and Facilities and Materiel officials who participated in the ceremony. (See page 3 for story.)



FAAING AROUND

There's blood aplenty in them thar veins -- of regional headquarters members. . . In the major annual drive for their blood bank 113 employees volunteered and 94 pints of the precious fluid were credited to the Federal Building Blood Bank. . . Nineteen unlucky souls were ruled ineligible because of a temporary physical condition. . . Any regioneers regularly stationed in the New York Area, who for one reason or another could not participate may still become a member in good standing by contributing a pint of blood. This can be done by making individual arrangements with one of the metropolitan chapters of the American Red Cross, but be sure to mention that the blood be credited to the Federal Building Bank. . . Here's hoping regioneers in the field are as generous with their blood, when it comes time for them to contribute.



Wedding bells are breaking up the old gangs in Facilities and Materiel . . . No less than six nuptials have taken place in the division in as many weeks. . . The marriage list reads Ruth Gitlin to Peter Gorski, Angelina M. Taddeo to John Tocco, Virginia Taddeo to John Cipolla, Marianne Heenan to Vincent Marino, Elizabeth McGrath to Frank Frisbie and Rhoda Lerner to Milton Mortman.

John Szela of the Wilkes Barre, Pa., Tower is still rubbing his aching bones from a recent three day trip down the river with his troop of Boy Scouts--Rumor has it that John did most of the paddling-- John didn't disclose their diet but it is mighty strange that he can't stand the sight of a bowl of beans or hot dogs.

Word has it that his troop is soliciting funds for an outboard motor. Guess he's getting soft.

A graphic example of poetic justice can be found in the following true tale. Seems that the new regional flight surgeon, Dr. Albert F. Esch, has hit on an excellent idea of teaching the greedy motorists around headquarters not to grab reserved parking spaces. . . The other day he pulled into the parking lot and found both spaces reserved for the Aviation Medical Division has been confiscated. . . . Being in a rush to attend a hearing, he parked crosswise behind the cars of the culprits, one of whom had need for his auto post-haste. . . After cooling his heels for some time, he complained to the police guard in charge of the lot. . . The guard, however, was more in sympathy with Dr. Esch.

Johan McClintock, daughter of John J. of Flight Standards is the cause of John experiencing a mental tug of war. Johan recently graduated with honors from the Queens Hospital School of Nursing -- John would like to give the apple of his eye additional nursing experience but pride prevents him from impairing his excellent sick leave record.

Oh yes! the lovlies gracing the ladders are top to bottom: Angela Parente, Juanita Perez, Pat'O'Brien, Barbara Pepe, Corinne Penna and Frances Congemi.

BIOGRAPHICALLY SPEAKING

...Meet Mister Smith

Irwin J. Smith, acting chief of Audit Services, is one of the latest newcomers to the regional manager's staff. Although with the FAA but three short years, he has had over 20 years of Internal and contract audit experience in supervisory capacities in government and private industry.

Holder of a B. S. S. degree from the College of the City of New York, he is an avid sports fan and has coached and umpired numberless innings of Babe Ruth and Little League baseball.

Irwin possesses a keen pleasantly agressive manner and a cheerful demeanor. Four principal loves in his life are wife Miriam, daughter Harriet and sons Henry and Philip. They share their favorite abode in Kew Gardens, N.Y.

Introducing Miss Minden...

Rosemae Minden, Payroll Chief of the Accounting Division, is as important to the region as butter is to bread. She substantiates the claim of economists that women control the purse strings of this mighty nation.

Rosemae is well qualified to do so--having been chief of regional payroll for the past 10 years. For her efforts in this field she has received an outstanding award.

Besides her important chore in the payroll section, she doubles in brass as loan officer of the Credit Regional Union and secretary of the Credit Committee. Rosemae has many interests, and somehow finds time to indulge in them all.

She first took a fling at flying while a secretary in the Civilian Pilot Training Program in the now historic Roosevelt Air Field.

Although neat and proper in all things pertaining to her vocation, the rear of her car is a total disarray of golf clubs, ice skates and tennis racquets.

When not using the golf clubs on the course of Spring Valley Country Club of which she's a member, Rosemae might be found skating at the Rockefeller Center skating pond. At other times she likes to relax with the aid of good music at her home in Forest Hills, New York.

Tom Dye Comes Aboard...

Thomas H. Dye, general aviation operations specialist in Flight Standards, is an excellent example of success which can be obtained by keeping both feet on the ground--figuratively speaking--while keeping his thoughts in the clouds.

Tom is a veteran aviator, his flying activities having run the gambit from executive pilot as a civilian to chief test pilot for a Naval aircraft commissioning unit during World War II. He is justifiably proud of his unit receiving a commendation from the Secretary of the Navy for processing over 20,000 aircraft for the fleet.

Tom accepted his first FAA appointment as a geneaal aviation inspector almost 15 years ago in Detroit Mich. His hale and hardy manner, perchance, springs from his avocation of outdoor campi ng and sailing.

Tom and wife Isabelle, who live in Levittown, N. Y., are proud of their four sons--to wit, Dick, Gary, Scott and Mark.

adlib ala femme

Jewelry Puts Accent on Milady...

by LORRAINE ADVOCATE YUDELL

Jewelry contributes to the overall picture of beauty -- and that is its real value. The right accent of gems can create the illusion of prettier facial proportions, make a neckline more graceful and even cause a woman to look taller or shorter.

A V-line necklace or a hanging pendant will make a large neck appear smaller and the face more slender. To minimize the size of the neck, wear beads that are interspersed with colored stone of some kind to break the straight-around line. If the neck is both short and full, beads that are definitely long will look better than standard lengths.

The brooch is very useful and ornamental. Pinned low on the bodice of a dress, they can make the wearer appear taller.

Pinned high on the shoulder, it tends to broaden too-narrow shoulders and to lessen the height.

Earrings are rated the most important jewelry item designed for the face, because they minimize defects in facial structure.

Cheekbones are the basic clue to the earring style a person should wear.

If the cheekbones are high and the cheeks hollow, a large ornament on the lobe tends to fill in the space.

Pendant earrings tend to lengthen a too-wide face; buttonshape earrings make a too-narrow face appear broader.

Hoop earrings and the broken circle in the shape of a heart or flower are flattering to most faces.

The pearl earring is quite popular for its sheen lights up the face and its subtle color blends with any costume.

Diamonds have no equal. They add glamor to any evening attire.

But girls, don't go overboard with your costume jewelry. It can make all the difference in the world to either flatter your clothes or cheapen them.

TID-BITS GO INTO ORBIT AT RICHMOND TOWER

From the Richmond tower gang comes some tid-bits. First off they report the presence of two distinguished young gentlemen who are technical assistance trainees from South Viet Nam. They are Messrs. Tran Tan Hung and Vo Van Pheng.

We are enjoying their six week stay and kind of think they like us too. The boys are making out fine, language barrier and all. For entertainment they have been soaking up all of historical Richmond, and will probably know more about the big "battle" when they get home than the citizens.

FSS Sam Robbins, just back from a Wisconsin vacation, is making with the forecasts (baseball type). He got to see the "big" ones at Milwaukee, including the Pirates and he says it's the Buccos, right through the World Series.

Sam has seven favorite teams in the American League and, in fact, likes any team which plays and beats the Yankees. He can be seen almost any evening -- when not pulling the four to twelve shift-- at Parker Field, home of the International League Richmond Virginians, a Yankee farm no less.

Now meet FSS Roy "Snacks" Harris, operator of the best lunch bag ever seen. All look forward to working with Roy -- as his frau calls him -- for it is then when old "Snacks" is at his best.

Pizza crackers, cheese tid-bits, pretzels, potato chips, and as a matter of fact, anything the local A&P has on its shelves, old "Snacks" will have in his bag, sooner or later.

WELCOME ABOARD

OFFICE OF REGIONAL MANAGER

Patricia A. O'Brien of Valley Stream assigned to Jamaica.

ACCOUNTING DIVISION

Sarah D. Ingram of Brooklyn, assigned to Jamaica.

AIR TRAFFIC MANAGEMENT

Donald A. Russell of Elmira, assigned to Boston; Joan C. Michaud, Vienna to Washington; Geraldine C. Lenosky, Creighton to Washington; Michael J. Podczasy, Ashley to Jamaica; Joel D. Oakley, Hampton to Washington.

Irving M. Bant, Swan Lake to Cleveland; Rudolph R. Roy, Franklin to Pittsburgh; Stephen C. Schwed, Gloversville to Jamaica; Robert E. Besanceney, Harrison to Cleveland; Harry B. Calamia, Norristown to Harrisburg.

Joseph F. Deren, Quinebaug to Albany; Floyd V. Lovejoy Jr., Burnham to Buffalo; Harvey M. Poole Jr., Wilmington to Concord; John H. Clark, Harrisburg to London; Gene O. Fozard, Blairsville to Philipsburg.

Robert T. Nestler, Pittsburgh to Harrisburg; George W. Briskey, Scranton to Glens Falls; Maurice J. Lemieux, Windham to Concord; Klaus E. Schmidt, Allentown to Jamaica; Joseph I. Albert, Lowell to Lebanon.

Wayne C. Reynolds, Norfolk to Norfolk; Stanley M. Williams, Springfield to Lynchburg; John J. Calabro, Ogdensgurg to Syracuse; Lawrence G. Martel, Southbridge to Buffalo; Mark K. Hammond, Honolulu to Jamaica.

Raymond R. Catalano, Anchorage to Atlantic City; Robert G. Martin, Fairbanks to Atlantic City; John K. Blackwood, Chanute to Lousiville; Edward R. Reynolds, Cincinnati to Dayton; Eugene V. Qualls, Hampton to Covington.

Ralph H. Hayes, Canton to Akron; Stanley J. Buia, Lowell to Falmouth; Raphael M. Senkowski, Dayton to Dayton; Henry W. Parker, Chillicothe to Columbus; Gary G. Evenson, Oceanport to Camp Springs.

Byron C. Hood, Cincinnati to Covington; Marshall Seigfried, Atkins to Columbus; Gerald Gardner Jr., Suitland to Camp Springs.

FACILITIES & MATERIEL

John A. Gillis of Portsmouth assigned to Washington; Thomas A. Tengowski, Portland to Jamaica; Eunice E. Johnston, Richmond to Richmond; George M. Knobl, Millersburg to Pittsburgh; Lawrence S. Lovett, Cantonsville to Jamaica.

Patricia J. McGrath, Central Islip to Islip; Louis Allahut, Brooklyn to Jamaica; George E. Toback, Silver Springs to Washington; Virginia Pacheco, Warwick to Providence; Naomi Saure, Huntington to Jamaica.

Gloria E. Cox, Binghamton to Binghamton; Ades Freeman, Moatsville to Wheeling; Elsie Wagner, Egg Harbor City to Palermo; Joyce C. Taylor, Forked River to Barnegat; Virginia A. Vlach, Cleveland to Cleveland.

Patricia M. McElhinny, Pittsburgh to Pittsburgh; James J. Creay, Syracuse to Jamaica; Wiley W. Crumlin, Louisville to Jamaica; Edward D. Sabol, Albian to Jamaica; Jack J. Keppel, McKees Rock to Jamaica.

Edward J. Christoper, Lake Ariel to Jamaica; Victor M. Medeiros, East Fairhaven to Nantucket; Bruce A. North, Boonton to Burlington; Walter T. McGlynn, Brooklyn to Jamaica; Hanford Hernandez, Corona to Jamaica.

John W. Deep, Cohoes to Jamaica; Donald D. Sayman, Williamsport to Jamaica; David A. Greenfelder, Alexandria to Washington; Karlis Killers Jr., New Brunswick to Jamaica; Nick Stanish, Monessen to Barnegat.

Richard L. Churchfield, Big Spring to Pittsburgh; Claude L. Harlow, Norfolk to Norfolk.

FLIGHT STANDARDS

Audrey H. Wetherbee, Hartford to Windsor; James P. McAnulty, Portsmouth to Jamaica; George L. Howard, Plattsburg to Utica; Charles B. English, Waltham to Boston; Ernest Ouellette, Hayward to Flushing.

David Plesser, Sayville to Tulsa; Richard D. Freeland, Santa Monica to Jamaica; Marianne L. LaRocca, Elmhurst to Flushing; Leslie Knox Patton, Narraganseth to Columbus; Robert P. Mace, Valdesta to Jamaica.

SPORTS OF SORTS . . .

it was fun while it lasted--the world series, that is...

This was the month of the World Series--and most of us are still limp from it. If ever a major league baseball series contained more of an Alphonse and Gaston routine, yours truly is at a loss to recall. It's all over but the shouting still emanating from Pittsburgh. Congrats to the patient, long suffering fans from the Smokey City.

...champs of our own

While the Bucs were taking the Yanks, we are happy to report that the Port Erie FAA softball team annexed the Class 'A' Industrial League championship by defeating Marx Toys in a three-game series.

The champs consisted of men from the three FAA offices at the Airport. Erie ATFO supplied pitcher Jack Earle, co-manager Jim Yurkovic and Chuck Clifton. Erie Tower contributed team captain Vince Tesore, Jim Means, Al Reale, Dick Gilmore, Bob Selfridge, Bert Messmer, Dan Morgan, Frank Salzer and Steve Simon. The team was rounded out by representatives of the Erie FSS -- namely co-manager Carl Nowak and Tom Zurn.

Their victory was a real example of "stick-to-itiveness". After a faltering start, they compiled a record of 17 wins against 8 losses in a tough league.

truth is stranger than fiction...

Another example of perseverance are the Rag-A-Muffins, "step-child" softball team of the New York center. They recently accepted the challenge of Joe Antonette's All-Stars and responded with three decisive victories. Instrumental in the victories was Tony Buonocore's big bat and the golden arm of Harry Hillman.

All this brings us to the fact that the type of news reaching this desk is indicative of the changing season. Results of softball contests and golfing reports are now taking a back seat to bowling activities and other sports that are associated with the fall and winter.

...hurricane over, bowling resumes

After being washed out by Hurricane Donna on the scheduled first night of league competition, the 16-team FAA Federal Bowling League opened with a real bang.

Joe Haas started the fireworks with a whopping 233. Joe Rebaudo and Johnny Del Priore followed with games of 213 and 203. Lorraine Michalski led the distaffers with a commendable 192.

The second session saw Bill Cvirko, bowling the fifth game in his entire life, come up with a 233. Veteran bowlers Tony Biancardi and Frank Capone managed to topple 225 and 204 pins, respectively, with League Vice President, Madelyn Sommi leading the lasses with a high of 162.

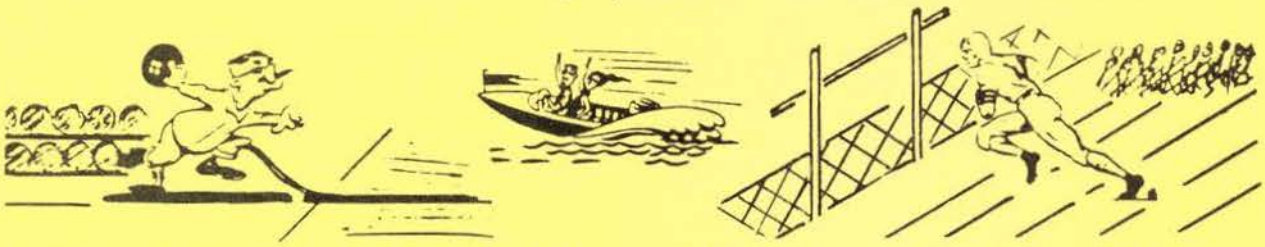
Eddie Verba and Phil Ciliberti with 212 and 201 and loop secretary Carol Griglik with 183 led the parade of high games during the third session.

Previously, high game honors were captured by Norman Da Silva, Lou Ferrari and Jim Dollard with 226, 216 and 213, respectively. Again Lorraine Michalski bowled a creditable 201 which didn't hurt her ladies league leading average of 150.

Tony Biancardi leads the male members with an average of 173, but is closely pursued by Gus Sandors and Lou DeRose who boast averages of 172 and 171.

Although it is early in the season a scant three games separate the first five teams. Tony's Team, with a 14 and 2 record, is but a

...OVER THE REGION



breath ahead of the Unpredictables, the Angles, the Country Clubbers and the High Flyers. It appears that an interesting race is in progress.

... strikes for shekels

Three Washington center controllers moved into major-league bowling circles this season when Jim Summers, Jim Putenney and Bill Sells were selected to represent Silver Spring, Md. in the Metropolitan Washington Bowling Operators Association's Men's Major Scratch Traveling League.

In order to maintain their sharp competitive edge, Sells, Summers, and Puntenney bowl in a Men's 'Minor' Scratch League with fellow-controllers Ed Murzyn and Steve Arata.

The union is proving a fruitful one as they are currently leading the field with a team average of 180 per man.

Their last outing was most successful as they chalked up three victories with team captain Bill Sells showing the way by rolling a 228.

gone are the ducks...

The Richmond tower bowlers, after two successful seasons of duckpins, have forsaken the ducks for the big pins.

All hands are expected to experience the same difficulty in adjusting to the different conditions, but Richmond tower is hopeful of at least equaling their record of last season when they placed second in the 10 team league.

This year the Byrd Airport League consists of 12 teams made up of airport personnel from the various civilian, federal and military agencies.

... don't take any wooden pins

Like the proverbial wooden nickles of 'yore, wooden bowling pins may become a thing of the past. The American Bowling Congress, which must approve any equipment change for sanctioned play, is field-testing a synthetic bowling pin.

The pins are constructed with a metal core and a plastic coating. Seventeen bowling leagues in the Milwaukee, Wisconsin area are alternating the use of conventional pins and the synthetic ones during an 18-week period.

Scores and pin action will be compared before the A. B. C. passes on the merit of the pins.

...wait 'till next year

The Boston area golfing contingent proved to be most ungracious hosts last month. Totally dispelling the myth of traditional New England hospitality, the bean-town boys handed the New York golfers an ignominious defeat.

The match was held at the Westover Air Force Base golf course in Westover, Mass. The weather was delightful, the participants hopeful, the results--decisive. Boston clobbered New York by over 70 strokes.

The winner of the match was determined as per prior agreement, by the aggregate of the ten lowest individual scores of each team.

It is rumored that after the catastrophic debacle a fellow could find his way to Gothic by merely following the trail of broken golf clubs and other discarded golfing equipment.

triflin' with par...

Two Washington center controllers, Joe Geigner and Paul Goodridge, posted a one over par in a recent golf match in a member-guest tournament at the Court House Country Club in Fairfax, Va.

By virtue of their scintallating scores, they placed well up in the field of 69 teams.

SPOTLIGHT ON SAFETY

FALLS...NO FUN FOR NONE

Do you remember how you watched in amazement as a magician calmly knocked all the props out from beneath his attractive assistant...and left her apparently suspended in thin air?

Miraculous? Well, there had to be a gimmick somewhere...because a magician can fool the public easily enough, but he can't fool the law of gravity...and he can't get it repealed.

Our people in the region also have had the props knocked out from under them...at a startling rate...but without a slick magician standing by to keep them cushioned on air.

Since last fall, 30 regional employees reported slips and falls. This hazard can threaten any of us...engineers, technicians, controllers, typists. All are vulnerable to slips, trips and stumbles.

It seems that the falling hazard is a price we must pay for being animate objects...for being able to walk on our hind legs. We have a higher center of gravity than quadrupeds.

Few falls are inevitable. However, the great majority are preventable. Many of the ski-slides and stumbling blocks in offices and facility sites are easily eliminated, while others require some well-applied time and effort -- perhaps expense -- to wipe out or minimize. No matter how favorable or unfavorable your physical environment might be for falls, our first line of defense against them is "top quality maintenance" by you who have such responsibilities and "good housekeeping" by all of us.

All of us should remember that slip-resistant attitudes are just as important as slip-resistant surfaces.

RHYMINDER ERE THANKSGIVING

It soon will be Thanksgiving Day.
We'll rest, and we'll eat, and we'll pray.
Let's do some thanks-giving...because we are living...and let safe driving keep us that way.

WATCH...OUT!

Our safety representative in Binghamton, N.Y., suggests that when it is necessary for a technician to put his hands into live electrical equipment he should remove his watch and rings from his wrist and hand.

Contact to voltage by these objects increase the likelihood of severe burns and the possibility of latching on to terminals causing serious equipment damage.

H-TWO-O

Likewise, the safety representative at Greater Pittsburgh Airport reports that maintenance personnel have difficulty in securing sanitary water at various remote air navigation facility sites for use in case of an emergency.

He suggests that government vehicles be equipped with thermos jugs for this purpose.

BAR-B-QUED HOMES

Backyard cooking addicts, season your steaks and hamburgers wisely and, above all, season your charcoal storage heavily with precaution! Charcoal has a high tendency toward spontaneous ignition.

If charcoal becomes wet and is then dried, it is all the more likely to ignite. Storage should be in a dry, well-ventilated place. Never store it in a damp basement.

WANTED: WINTER-WISE DRIVERS

Beat the crowd. Why not have your car winterized in time to avoid the rush on the first freezing morning?